5 1956

HELICOPTER PILOT — Perry H. Young, co-pilot on New York Airways S-58 helicopter. Young, of 1450 Union St., Brooklyn, New York, will be the first colored

Negro Airman Hired By New York Airways Is First Of Race In Nation's History As Passenger Pilot

New York Company Breaks Job Color Bar On Nation's Airways

A Negro pilot will go to work for New York Airways, the city's helicopter airline. He is the first Negro hired as a flight crewman by any of this country's scheduled passenger airlines.

The man breaking the aerial color barriers is Perry H. Young, an athletic 37-year-old native of Orangeburg, S. C.

Mr. Young was an instructor at the Air Force Negro flying school at Tuskegee Institute during World War II. He has been attempting ever since the war to obtain a pilot's job with an American line.

Frustrated in this attempt, like many of his wartime comrades, he has brought his total flying time to more than 7,100 hours through flying jobs in the Caribbean. His total time includes more than 200 hours in helicopters.

New York Airways was one of the eighteen airlines serving the state that subscribed to a statement last October in which they "reiterated" a policy of non-discrimination to all hiring.

No Negro pilot, navigator, operator or cabin attendant was in the employ of any scheduled passenger line in this country, however. Many Negroes with considerable experience had sought such jobs and had been turned away. Two had been able to obtain pilots' jobs with scheduled cargo airlines.

In the negotiations with state officials that led up to the policy statement, however, New York Airways expressed a definite willingness to hire a Negro pilot as soon as a qualified candidate could be found.

One Considered Seriously

The line said that it had seriously considered one but had decided that he did not have quite enough experience on helicopters.

That applicant, it turns out now, was Perry Young. What makes him suitable now is a recent order by the Civil Aeronautics Board requiring co-pilots on the new twelve-passenger S-58 helicopters. New York Airways insists on a minimum of 500 hours in helicopters for a captain, and Mr. Young could qualify within a few months.

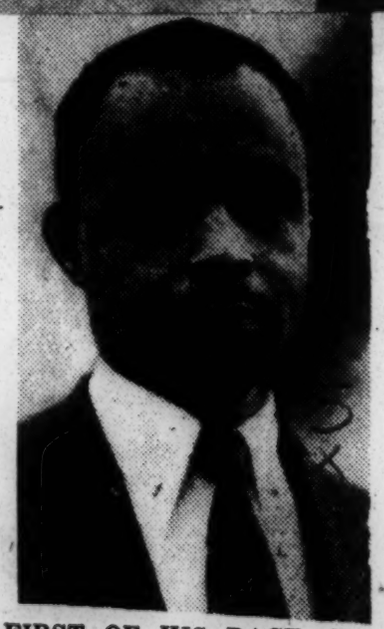
Though Mr. Young goes on the New York Airways payroll Monday, he will have to undergo intensive training before he is assigned to regular passenger flights on Feb. 1.

The policy statement by the eighteen airlines was the result of efforts by the State Commission Against Discrimination. Its chairman, Charles Abrams, congratulated New York Airways last night and expressed the hope that other lines soon would emulate their action.

Mr. Young's post-war flying career has been a kaleidoscope of tropical color. A flying job in Haiti ended during a revolution. A private flying venture in Haiti failed financially.

A year ago, he returned to the United States and became a flight mechanic for a cargo airline. In the spring, he went to the Virgin Islands, where he has been flying passengers to nearby Dutch Islands.

Mr. Young grew up in Oberlin, Ohio, and spent two years at Oberlin college, where he played football, baseball and basketball. He and his wife, a Haitian, have three children.



FIRST OF HIS RACE: Perry H. Young, above, who became the first passenger Pilot of his race last week when he was hired by New York Airways.

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WOMAN FLYER CREATES A STIR IN ADDIS ABABA

Daily Tribune
Ann. 2-18-56
Chicago, Ill.
P. 10

South Side Resident Is a Nurse, Too

BY ROI OTTLEY

Janet Harmon Bragg, a south side housewife, created considerable excitement in Ethiopia recently, and in the process dramatized the varied opportunities available to Negroes in the United States.

For she not only holds a commerical pilot's license, but she is a professional nurse and operator of a nursing establishment, and was decorated by Emperor Haile Selassie when he visited Chicago in 1954.

Her trip to Addis Ababa had been planned as a four month holiday, with no thoughts of propaganda. But knowledge of her multiple activities and service to African students studying in Chicago already were known to the Ethiopians.

Received at Palace

She was received at the imperial palace, attended the emperor's 25th coronation anniversary celebration; was entertained by the Ethiopian crown prince, and invited to a reception given in honor of Gen. James Van Fleet, retired American commander, and his wife.

The emperor also gave her a lion cub from the imperial menagerie, consulted with her concerning the status of women and sanitation in Addis Ababa hospitals, and made her honorary consul for Ethiopia in Chicago.

Besides, the Ethiopians entrusted her with the care and schooling of two talented youngsters, who now make their home with her. As their guardian, she has placed them in the Dunbar Trade school, where they will learn skills useful to their country.

Proves a Novelty

Osman Tawfik, Egyptian ambassador to Ethiopia, was similarly impressed by the south sider. He invited her to his country for an official visit. She proved an instructive novelty in Cairo as an American Negro woman aviator.

Mrs. Bragg, realizing a childhood ambition, started flying in 1935 as a student of the late John C. Robinson, who afterwards became a colonel in the Ethiopian air force and stimulated her interest in Ethiopia.

She accumulated more than 2,000 flying hours. While taking further training at Tuskegee institute, Tuskegee, Ala., in instrument flying, she often landed in southern airports without incident, tho the fact of a Negro woman pilot frequently caused audible amazement.

When World War II started, she applied for a pilot's rating in the women's ferry command of the air force. She was rejected, for seemingly no provisions had been made for a lone Negro woman flyer.

Undaunted, she continued to fly and operated commercial charter flights. Today she owns a $3,000 Piper Cruiser, and only flys during the summers as a hobby.

The aviation enthusiast was born in Griffin, Ga., March 24, 1912, one of seven children. Her father, Samuel Harmon, was a bricklaying contractor. She received her elementary schooling in Griffin, and afterward enrolled at Spellman college, Atlanta, Ga.

Settles in Chicago

After her graduation in 1932 as a nurse, she settled in Chicago and worked as a private duty nurse in hospitals. She subsequently became a field nurse for an insurance company, where she worked eight years.

In 1949 she opened the Cordia Harmon Nursing home, naming it in honor of her mother. The home, at 6463 Kimbark av., cares for 30 older persons attended by a staff of nine.

She is married to Sumner A. Bragg, agents superintendent for an insurance company. They live in the Park Manor area.

Chicago Pilots Up In Air, Without A Place To Land

Defender
Chicago, Ill.
P. 3
Sat. 8-11-56

Negro pilots in the Chicago area were up in the air this week, alarmed at the prospect that they will not be able to get into the air at all.

Their troubles were caused by nothing so romantic as the wild blue yonder, but by a groundminded contractor, who will build a housing development on the site of Harlem airport, which is used by most Negro pilots in this area.

The situation has prompted a take-off by Negro flyers to secure an interracial airport, financed jointly by federal, state and county funds.

Hardest hit by the grounding will be the Johnson Flying school, whose owner, Charles Johnson, said that he has been unable to lease hangar and office space at other airports.

Johnson said that he has contacted three other small airports, but each said it did not have available hangar space for added operations. The fields are Howell, Prosperity and Stinson.

Milton Norman, who directs instruction at the Johnson school, is leading the effort to secure government financing for a new field. He has enlisted the aid of Local 347, United Packinghouse Workers, which has taken the problem to state and county officials.

An agreement by the federal government to foot half the cost of a public interracial airfield, and a promise by Illinois state officials to contribute one fourth of the total cost of the land runways and hangers, has offered great hope for the eventual solution of the problem.

COUNTY PLOT

It remains, however, for the Cook county board of commissioners to donate the necessary 16 square acres that the law requires as the minimum space for an airfield. The Harlem pilots have their eyes on a county-owned plot of land along Manheim Road between 107th and 111th Streets near Palos Park.

Norman emphasized that the goal being sought by the operators based at Harlem is "not an all-Negro airport, but an interracial airport, free from discriminatory restrictions of any sort."

He said all operators at the Harlem airport currently instruct both Negro and white flying students. Norman explained that a permanent base at which Negro pilots can receive instruction is essential in paving the way for Negroes to be hired as commercial airline pilots. The federal government is backing the effort as a part of its program to stimulate interest and safety in flying.

Where Others Tried . . .

Black Dispatch
Oklahoma City, Okla.
P. 1
Fri. 2-20-53

Negro Makes Airport Pay At Muskogee

MUSGOGEE — A Negro aviator, Nathan Sams has put historic Hatbox Field there on a sound operating basis. It is believed to be the largest municipal field in the nation operated by a Negro. And, it is another page in the success story of Sams, a 37-year-old native of Taft, son of a carpenter, who learned to fly in 1941 and now has flown a total of 7,000 hours.

After he got his "wings" Sams became a flight instructor for army cadets at a Tuskegee, Ala., civilian flight school.

He helped train many of the Negro pilots who became members of the 99th fighter squadron.

His cadet training job ended in November 1945 but he continued pilot instruction and in 1947 opened a small school at Muskogee.

As in most localities flight training flourished here after the war, and Hatbox Field had a period of growth. Then GI training declined and when Sams took over the field this year only one plane was based here.

Mayor Lyman E. Beard said the city council gave much thought to the problem before turning the operation over to Sams.

"We had had managers with other businesses downtown and as a result didn't give all their

Block Dispatch

ing to the field." Mayor Beard said.

Sams took over the field on Jan. 1. Things immediately picked up. He did much of the work himself, servicing visiting planes and providing transportation to the business district or lake area in a station wagon.

His company, named Sams Flying School, began to get more business, as business and professional men began to take lessons in increasing numbers.

After teaching the men to fly Sams sold planes to some of his students. So far this year he has sold 20 planes and recently delivered a twin-engine Beech.

"When one man learns to fly he takes a friend on a trip. Then the friend learns," Sams explained.

Jim Miller, a contractor and member of the Muskogee Airport Board, took lessons. Then his brother Bob Miller and a business associate, Lorence Wieck, became students. Miller's A. and A. Construction Co. was the purchaser of the twin-engine job.

Bob W. Morse, another contractor and member of the city council and airport board, has also learned to fly and has purchased a plane.

At the present time Sams is teaching 16 students, most of them businessmen.

He now employs two mechanics and an assistant manager.

As if this is not enough to keep him occupied, Sams operates a charter service.

Most of his charter work is taking business executives ot Tulsa, Oklahoma City or Kansas City for airline connections. He has flown some of the nation's top executives in and out of Muskogee.

His company has the gasoline and fuel concession.

To aid flyers the city recently installed a Innercom radio transimtter. Sams operates this.

Mayor Beard said the city is well pleased with Sams' operations.

"We are a southern city and we wondered how visitors would like it. Like Muskogeeans they have been very pleased. They like service and Sams gives it to them," he explained.

"Why have you succeeded?" Sams was asked.

"Long hours," he replied.

5 1956

AL BENSON

Chicago Broadcaster Will Use Chartered Plane

Daily World P.1
Sat. 2-4-56

CHICAGO, Illinois — A Mississippi-born Negro disc jockey who wants to drop reprints of the U. S. Constitution over the state of Mississippi from a private chartered plane on Lincoln's Birthday, has received the green light from the Civil Aeronautics Administration in Washington along with a suggestion that he seek authorization from authorities of the Southern State.

Al Benson, veteran Chicago broadcaster, who heads a radio and advertising agency bearing his name at 4856 South Cottage Grove Ave., today released a communication from C. J. Lowen, U. S. Administrator of Civil Aeronautics in reply to a letter from Benson who wants to "penetrate" what he calls "the Ironic Curtain" in protest against the recent wave of slayings and economic persecutions of Negro citizens and NAACP leaders in Mississippi.

Lowen's letter, quoting Section 43.47 (a) of the Civil Air Regulations, relating to the dropping of objects or persons from an airplane, informed Benson that the regulations do not prohibit "the drpping of newspapers, periodicals or objects of any other kind, provided reasonable precautions are taken to avoid injury or damage to persons or property."

The CAA Administrator warned Benson, however, that "there may be local laws which prohibit such activities unless an appropriate permit or authorization is obtained from the state or municipal authorities." Lowen suggested that Benson contact local authorities in Mississippi for information as to whether such permission is necessary or available.

WRITES MISSISSIPPI GOVERNOR

Promptly on receipt of the CAA communications, Benson dispatched letters of inquiry to newly-elected Mississippi Governor, J. P. Coleman, Attorney General Joe T. Patterson, the Secretary of State and Director of the Highway Department.

In his letter to Governor Coleman, containing copies of his exchange of correspondence with CAA Benson declared:

"As an American who loves his country, a Negro who loves his race and a native Mississippian, who once loved and took great pride in his state, I am tremendously concerned over the murders of Negro people—beginning with the infamous Emmett Till lynch-murder—and the economic and physical persecutions of Negro citizens and leaders of the NAACP.

"I am planning a flight over the state of Mississippi, February 12, 1956. It is my intention to distribute from my plane reprints of the United States Constitution and Bill of Rights. For this reason, and in view of the information given me by CAA, I am asking you as Chief Executive of the state of Mississippi to inform me if there is any legal restriction prohibiting the distribution from the air of the great Constitution of our land.

"I wish to carry out this project because recent events in Mississippi have embarrassed America before the eyes of the world and especially in the sight of countless dark peoples of the universe whom our nation is attempting to save from the siren song of Communism. I detest the Iron Curtain and I equally detest the Ironic Curtain of racial brutality and bigotry which has recently been lowered over your state and mine."

Benson said that, if all clearances are granted, he would emplane on Lincoln's Birthday, probably from Memphis.

Mississippi To Get U. S. Constitution From Negro Flier

Daily World
Sun. 1-29-56 P.1
Atlanta, Ga.

CHICAGO— (SNS)— Al Benson Negro disc jockey of a Chicago radio station announced Thursday that he has not changed his plan for flying over Mississippi dropping reprints of the United States Constitution on February 12.

The Station WGES announcer said he has written to government officials of Mississippi asking them whether any state law prohibits his project. No answer has been received, he said.

Col. Julian loses appeal

Afro-American P. 5
Sat. 1-28-56

NEW YORK—Col. Hubert F. Julian, the celebrated "Harlem Black Eagle," lost an appeal of a case involving a $30,311 judgment in the State Supreme Court, Friday.

The appeal stemmed from a lower court ruling that Julian must repay a Samuel Lentz, a Connecticut businessman for having sold government bonds which had been stolen from the businessman.

Julian, who negotiated the bonds through the Corn Exchange Bank here in April, 1950, said that he had received the bonds from "a very influential Cuban lawyer to establish a Haitian sugar mill."

Julian was out of the country when the decision was handed down.

Baltimore, Md.

THE JURISTS, in denying Julian's appeal, said he had failed to prove he or his predecessor was a bonafide holder of the bonds in due course, and therefore not eligible to negotiate them or sell them.

It had been held that Julian must repay Lentz some $23,000 for the value of the bonds plus costs and interest since the bonds were negotiated in April, 1950.

Julian is expected to appeal the decision to the State Court of Appeals.

'EAGLE AIDS 34 pt

PHILADELPHIA (ANP)—Col Hubert F. Julian, the renowned "Black Eagle," negotiated with Vice President Richard Nixon this month for additional aid to the West Indies Hurricane Fund.

Julian, who reportedly has already sent $250,000 worth of medical supplies and equipment, met with the high government official in Washington. The outcome of the meeting is unknown.

"Things look very bright," Julian told newsmen during a visit here, "I believe we'll get the additional aid."